AMENDMENT

IN THE SPECIFICATION

Please amend paragraph 16 as follows:

Figures 1 and 2 illustrates a prior art force transmission device 5 mounted within a chamber 9 of a housing 7 of a disc brake caliper. The housing 7 is adapted to mount a conventional air or other power actuator (not shown) on an external face of the housing 7. An actuating lever (not shown) may perform an angular reciprocal swinging movement under the action of a thrust member of the power actuator. The lever can be integral or attached to a rotary actuating member 13 rotatably supported within the caliper. The rotary actuating member 13 is recessed to house respective cylindrical rollers 15[[,]] and 16 having axes offset from the rotary axis of the rotary actuating member 13 [[~~TO~~]] to form an eccentric, actuating arrangement. The cylindrical rollers 15[[,]] and 16 bear against respective ~~thrust~~tappet assemblies 17[[,]] and 18 (shown as adjustable tappet assemblies) of the force transmission device 5.

Please amend paragraph 17 as follows:

Rotation of the lever and the rotary actuation member 13 causes the tappet assemblies 17[[,]] and 18 to apply an actuating thrust to a directly actuated friction element 2 and, by reaction via the caliper, to an indirectly actuated friction element (not shown). The friction elements 2 are mounted to face respective sides of a brake disc or rotor 4. The friction elements 2 are received within openings in a brake carrier 3 and fixed to a non-rotatable portion of a vehicle (e.g., the suspension) to which the brake is mounted. The friction elements 2 are restrained from circumferential and radial inward movement. Radial outward movement is restricted by pad springs 30 and a pad strap 32 held in place by fastener 34.

Please amend paragraph 18 as follows:

An adjuster assembly 19 may be of any appropriate conventional type and needs no detailed description. The adjuster responds to excessive movement of the friction element 2 (e.g., due to wear of the friction material 40) and produces resultant rotation of an adjuster shaft 21 via a gear 52, which in turn rotates a pair of adjuster shafts 22[[,]] and 23 of the restrictive adjustable tappet assemblies 17, 18.

Please amend paragraph 19 as follows:

The tappet assemblies 17[[,]] and 18 are of identical construction and operation, and therefore only the tappet assembly 17 will be described herein. The tappet assembly 17 includes a tappet housing 24 including a trilobular bore 24A. A tappet head 26 is mounted to a closed end portion of a tappet shaft 25 having a trilobular external surface received in and axially guided by the bore 24A. The tappet shaft 25 further includes a threaded internal bore arranged to receive the adjuster shaft 22 having a corresponding external thread. The tappet assemblies 17[[,]] and 18 are disposed with tappet heads 26 adjacent to the friction element 2.

Please amend paragraph 20 as follows:

When the brake actuator applies a force from the right as shown in Figure 1, the entire tappet assembly 17 slides along the bore 24A to transmit the braking force to the friction element 2 via the tappet head 26. Because the friction element 2 is able to move radially outwardly and circumferentially, there may be some relative movement between the tappet head 26 and the friction element 2 in operation. To adjust the length of the tappet, the adjuster shaft 22 rotates to cause relative axial movement between the adjuster shaft 22 and the tappet shaft 25 by the mating threads. The trilobular configuration of the outer surface of the tappet shaft 25 within the bore 24A prevents rotation of the tappet shaft 25 relative to the housing 7, ensuring that rotation